MARKET IS PUZZLING PRAISES SOUTHERN RAILWAY.

Violent Breaks and Rallies in Stock Confusing.

Drop in Great Northern Not Entirely Clear-Indications Are That Large as Is Money Supply, It Is Inadequate to Meet Demands for the Expansion in All Lines.

New York, Dec. 16.-While there were many features of strength in the stock market last week, there were other while the Southern is less profitable owdecided features of weakness. Violent de-clines were succeeded by equally violent But the company is leaving no stone unrallies, and the entire movement of turned to increase its traffic. The deprices was so unsettled and irregular as to confuse the judgment of ordinary observers concerning the real tendency of

ginning of the week the most potent in- department of the company has such fluence of a market nature that was exerted was the money stringency and tricts both a large number of immigrants varying views as to when and how, if at all, the Secretary af the Treasury proposed to do anything to reliave it. The pased to do anything to reliave it. The from the local banks to the subtreasury ining still in progress.

The market, therefore, was strong upon Treasury did not make any announcement during business hours as it was expected he would.

Relief Not Complete.

Late in the afternoon on Monday, however, came the news that the Secretary had decided to put \$20,000,000 in the banks over the country in various ways, in addition to the \$12,000,000 to be disbursed on December 15 in anticipation of interest money on the government bonds due early next year, and the market on Tuesday therefore rose rapidly.

On the succeeding day Wall street's joy over the "relief" of the money situation became somewhat qualified. Impatience was manifested over the delay that would under the most favorable circumstances take place before the relief still being such as to check speculative operations for the rise.

Break in Great Northern.

Announcement by the Great Northern Railway Company of its purpose to issue \$60,000,000 of new stock to shareholders; and the expectation of a similar announcement involving, as was believed, an issue of something less than \$100,000,-600 by the Northern Pacific Company, occasioned a sensational break in the prices of these two stocks; and as this event was accompanied by a rise almost as extreme in the price of the St. Paul common shares the general market was Business conditions throughout the

country, of course, continued to maintain their splendid progress. Various railroad ompanies, particularly those occupying a subordinate position in the great rail way organizations, raised their rates of dividend and in some cases increased their stock capitalization. The improvement in financial affairs in Europe went on uninterrupted, the Bank of England exhibiting a proportion of reserve to Marshall. liabilities in its statement in the middle of the week that was very high for the season of the year. The strong condition of the bank has, indeed, led to an impression in certain speculative quarters here that exports of gold from England for our benefit may be again arranged in the near future.

No Disposition to Criticise Shaw. While the situation is such, apparently, that this country can take gold from England if it wishes to, such a policy us in many ways. The whole course of international relations at the moment is so delicate and involved that any man's prophecy is worth very little as to how soon or in what amount gold will be sent either from England to the William St. Thempson, jr.—Leckie, Fulton & Cox. sent either from England to the United States or from the United States to Eng-

There is no disposition here to criticise the so-called relief measures recently put into force by Secretary Shaw, although consisting for ortificing might, eachly No. 28. Brainard vs. Albright. Attorneys, P. A. Bowen, ir., and Gordon & Gordon-Worthington, Heald & Frailey.

No. 94. Russell vs. Washington Post Company. There is no disposition here to criticise It is very doubtful if any warrant of law can be discovered for such a course, but the people of the country have become so accustomed to the strainings of law and the findings of new law by the present Secretary of the Treasury, and have also, as it must be admitted, found these policies so grateful in various emergencies, that they are not discovered for such a course, but they are not discovered for such a course, but the people of the country have become so accustomed to the strainings of law and the findings of new law by the present Secretary of the Treasury, and have also, as it must be admitted, found these policies so grateful in various emergencies, but they are not discovered for such a course, but they are not discovered for such a course, but the people of the country have become so accustomed to the strainings of law and the finding. No. 18. Ewing vs. Chase. Attorneys, R. R. Perry & Son.—Wilton J. Lambert.

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No. 18. Eving vs. Chase. Attorneys, Mackall & With the heavy corn movement soon to be per a contraction.

No. 18. Eving vs. Chase. Attor that they are not disposed to be faultfinding on the present occasion.

Not Enough to Transact Business.

We are confronted with the fact that in other countries, but through the in- Darlingt crease in the volume of our national bank notes, it is still inadequate to meet the stupendous demands of the business of the the land. There is not a railroad system in the country that would not like to parallel, if it could, the example of the Great Northern and Northern Pacific stock issues, which took the center of the and confirming certain appraisements in square 625. stage in Wall street attention during the

selling movement in these two stocks when the news of their stock issue became public, or practically mublic came public, or practically public, are still not at hand. Speculators for the decline, of course, endeavored to make out that it was because people were becoming frightened over the extent of the de mands for new capital being made by the railway companies.

No one possessing any familiarity with the business situation of the country at present would be disposed to doubt for a moment Mr. Hill's declaration the other the country is in need of at least 110,000 new miles of railroad, or the statements of other authorities equally No. 150.

Accomplished by the Road.

The November issue of the Statist, London, a well known British financial paper, prints the last annual report of the Southern Railway, with an exhaustive editorial analyzing every feature of the report. Comparisons of its business and growth with other impor-COUNTRY'S BUSINESS IS GOOD tant Southern raflway systems are made COAST DEFENSE IS URGENT to the credit of the Southern.

"The foregoing is not a mere academi cates that the Southern Railway is not behind its neighbors in endeavoring to handle its traffic with economy, and it discloses the real reason why even with good management the Southern is unable to show so large a profit as the Louisville and Nashville and the Illinois Central. The two latter companies are highly profitable undertakings in their growth has in a large measure directly resulted from the exertions and enterprise of the officers of the Southern necessity of completing the elaborate sys-For several days previous to the be- Railway. What is termed the industrial tem of coast defense, ceeded in attracting into Southern dis-

posed to do anything to relieve it. The made that the rapid growth of the South, Straits bank statement of the preceding week industrially, continues to attract the athad disclosed a deficit of over \$6,500,000 tention of both capital and labor. Forin the surplus reserve, with a large drain eign capitalists have been and are exam-Southern conditions more thoroughly than heretofore, all of which has had a tendency during the past year to ting capacity of these guns and mortars increase the immigration and industrial to the greatest possible extent." the ground that a situation so bad as development in the sections of the counthis must be quickly remedied—that is to say, that it was such as to call for im- Indeed, it may be truly said that the mediate relief action by the Treasury growth of Southern industries in the last Department, and last Monday the market decade has been very largely due to the held firmly, although the Secretary of the enterprise of the Southern Railway. Ten a little less than \$3,000,000. "As it would the Southern Railway-have grown from 2,000,000 to over 9,000,000, while the numer of cotton spindles in the Northern States has increased only from 13,809,000 to 15,600,00.

TOBACCO OFFERINGS HEAVY.

Pounds-Prices Hold Up Well.

ecial to The Washington Herald, Lynchburg, Va., Dec. 16.-The tobacco could become effective, while questions hand, the offerings were quite heavy.

were raised as to the exact amount of The total sales aggregated 884,800 pounds,

The offerings are chiefly of common grades, the result of the crop being damen the outbreak of the war could procure press, that owing to high speed and men's savings banks and provident instigued during the maturing season by the mine material in time to be of service in carelessness we have had within the past tutions.

DAILY COURT RECORD.

Court of Appeals, Adjourned from day to day,

> Equity Court No. 1. CHIEF JUSTICE CLABAUGH.

Assignments for to-day: No. 63. Union Trust Company vs. Hicks. Attor

JUSTICE GOULD.

108. Mitchell et al. vs. Meyers et al. Attor-Warren & Sholes—O'Donohue & Gardiner.
110. Wells vs. Wells et al. Attorneys, Pot-and Hollander—Dutton.
114. Wise vs. Wise et al. Attorneys, Am-

brose—Toomey,
No. 118. Knopp et al. vs. Deakins et al. Attorneys, Taylor—Douglass & Douglass.
No. 120. Mercer vs. Mercer. Attorneys, Office—
Chicago Board of Trade Wants Grain

Circuit Court No. 1. JUSTICE WRIGHT.

nts for to-day: No. 147. Cumberland vs. Brennan Constr Attorneys, Charles Linkins and W. C. Hamilton, Colbert & Hamilton.

Montague,
No. 419. Fallis vs. Gurley et al. Attorneys, J. F. Scaggs—W. J. Lambert and H. E. Davis,
No. 61. Burton vs. Elkins. Attorneys, George H.

Circuit Court No. 2. JUSTICE ANDERSON.

nts for to-day

occasion for criticism might easily be found, if it was wished to do so, in the act of the Secretary in anticipating without any rebate whatever the payment of interest money on the government debt.

No. 93. Russell vs. Washington Post Company.
Attorneys, Wilson & Barksdale-Chapin Brown.
No. 60. Kane vs. Devine. Attorneys, Bendheim & Ross Perry & Son.
No. 152. Riston vs. Carter. Attorneys, L. H. leged to be dominated by the Pennsylvania and New York Central.

No. 182. Russell vs. Washington Post Company.
Attorneys, Wilson & Barksdale-Chapin Brown.
No. 182. Riston vs. Carter. Attorneys, L. H. leged to be dominated by the Pennsylvania and New York Central.

ilton, Colbert & Hamilton. No. 36. Ransom vs. Capital Traction Company. Attorneys, F. W. Hackett-R. R. Perry & Son and T. Dunlop.
No. 42. Totten vs. Baltimore and Ohio Railroad

Attorneys, Thompson & Laskey-Hamlton, Colbert & Hamilton, great as has been the increase of the money supply in recent years, not only through the production of gold here and in other countries, but through the in the countries but through the in

District Court. JUSTICE BARNARD In re grade claim damages; order finally ratifying

Criminal Court No. 1. exceptions. Attorney, A. S. Worthington. United States vs. Harry Miles, grand larceny

One press.

Assignments for Monday, December 17, United States vs. George T. Preston. United States vs. Guy Berkley, United States vs. William Moseley. nts for Monday, December 17, 1906

Criminal Court No. 2. JUSTICE BARNARD. Assignments for to-day

No. 147. Nordlinger vs. Phoenix. Attorney, N. O. Nordlinger. No. 132. Bowen vs. Williams, Attorneys, P. A. and F. C. Handy-C. R. Wilson.

result finally in checking business itself are naturally being agitated.

No. 17. Scott vs. Healey. Attorneys. F. S. Stitt-Handy, Tindsil & Brown.
No. 17. Scott vs. Healey. Attorneys.—W. H. From the New York Press.
Sholes—Lambert & Baker.

There is nothing the No. 21. Stewart vs. Jenkins. Attorneys, Leo Simmons-E. A. Jones.

TAUGHT BY JAPAN

Science of Attack and Defense Shown by Recent War.

discussion," says the Statist. "It indi- The Hitting Capacity of the Big Guns and the Precision of Our Range Finders Insisted On-Millions Asked for Harbor Searchlights-Mines Indispensable.

> It is significant that in many of the official reports issued from the War and phases of Japan's operations against Russia are shown to be constantly in the minds of our war officers.

> who, in his annual report just made pub-Speaking of the establishment of a rapid and accurate range-finding system, estimated to cost over \$8,000,000, attention is

"With this illustration before us," the eport continues, "there can be no possible excuse for a failure to provide every means for the development of the hit-

Powerful Military Searchlights.

The estimated cost of searchlights necssary for the gun defense of all fortified harbors of the United States is placed at years ago the number of cotton spindles take several years to manufacture these mills along or adjacent to the lines of purchase available now," the report says, 'the necessity for an appropriation to cover their purchase is apparent." The report next touches upon the recent

war in emphasizing the value of submarine mines as an element of harbor by submarines at Port Arthur and other Sales for Week Aggregate 884,800 places is noted. It is estimated that a little more than \$3,500,000 will be required complete the present system.

"When it is considered," says the re receipts on the local market during the port, "that if the mine defense of the past week were slightly below the pre- country is thus completed the navy ceding week, but, considering the fact that would be comparatively free to perform the buyers and warehousemen are en-deavoring to have the planters hold off a sea, unhampered by the thought of while, in order to work up the stock on hand, the offerings were quite heavy.

poorly protected harbors at home, it will in either case. Then, again, be accomplished at the earliest possible

Fear of Sudden Attack,

"If the enemy is aggressive, an attack harbor within forty-eight hours."

the defense of all insular ports is \$19.873.

DEMANDS EQUITABLE RATES.

Shipments Readjusted.

on Board of Trade will ask the Interstate they been compelled to contribute so Commerce Commission to compel the largely for the abolition of grade cross- leagues have triumphantly proved that No. 9. Von Dahlen vs. Elwood. Attorneys, E. H. Eastern railroads to make what the board Von Dahlen vs. Elwood. Altoneys, E. H.
—Charles Fox.

43. Hutchinson vs. District of Columbia.
25. J. D. Sullivan—E. H. Thomas.
26. Attorneys, J. I.
27. Balderston vs. Wolf. Attorneys, J. I.
28. Butchinson vs. Wolf. Attorneys, J. I.
29. M. J. Colbert, and H. B. Hamilton—R. L.
29. Conform to those on similar shipments from the Missouri River via Chicago to the seaboard. It is desired that the rates conform to those on similar shipments from the Missouri River via Chicago to the seaboard. It is desired that the rates conform to those on similar shipments from the Missouri River via Chicago to the seaboard. It is desired that the rates conform to those on similar shipments from the Missouri River via Chicago to the seaboard. It is desired that the rates conform to those on similar shipments from the Missouri River via Chicago to the seaboard. It is desired that the rates conform to those on similar shipments from the Missouri River via Chicago to the seaboard. It is desired that the rates conform to those on similar shipments from the Missouri River via Chicago to the seaboard. It is desired that the rates conform to those on similar shipments from the Missouri River via Chicago to the seaboard. It is desired that the rates conform to those on similar shipments from the Missouri River via Chicago to the seaboard in the Missouri River via Chicago to the seaboard in the Missouri River via Chicago to the seaboard in the Missouri River via Chicago to the seaboard in the Missouri River via Chicago to the seaboard in the Missouri River via Chicago to the seaboard in the Missouri River via Chicago to the seaboard in the Missouri River via Chicago to the seaboard in the Missouri River via Chicago to the seaboard in the Missouri River via Chicago to the seaboard in the Missouri River via Chicago to the seaboard in the Missouri River via Chicago to the seaboard in the Missouri River via Chicago to the seaboard in the Missouri River via Chicago to the seaboard in the Missouri River via Chicago to the seaboard in the Missouri

The board asserts it has repeatedly appealed to the Eastern railroads to unite with the Western lines in making a cor-

Some of the smaller systems, it is added.

With the heavy corn movement soon to begin and Lake navigation closed, it is

thing on Fresh Water Ship. From the Century Magazine

There was a salt-water captain who, for reasons of his own, accepted a berth as first mate in a big passenger steamer on the Great Lakes. He was a capable seafaring man, but he did not within the past week the papers contained ernment is that it is not only a political,

second coat this afternoon."

"The salt-water mate staggered in her two coats of paint was several days' work, by his reckoning. The lake skipper was a person of discernment, wherefore he had pity on his new mate and forbore to deal harshly with a tolerant. The statement of the fourth vice president was a 5,000-ton vessel, and giving they will continue the smoke nuisance, unless prohibited by Congress. If they would use hard coal or coke, or the two mixed, that would undoubtedly lessen the smoke nuisance, unless prohibited by Congress. If they will continue the smoke nuisance, unless prohibited by Congress. If they will continue the smoke nuisance, unless prohibited by Congress. If they will continue the smoke nuisance, unless prohibited by Congress. If they would use hard coal or coke, or the two mixed, that would undoubtedly lessen the smoke nuisance, unless prohibited by Congress. If they will continue the smoke nuisance, unless prohibited by Congress. If they will continue the smoke nuisance, unless prohibited by Congress. If they will continue the smoke nuisance, unless prohibited by Congress. If they will continue the smoke nuisance, unless prohibited by Congress. If they will continue the smoke nuisance, unless prohibited by Congress. If they will continue the smoke nuisance, unless prohibited by Congress. If they will continue the smoke nuisance, unless prohibited by Congress. If they will continue the smoke nuisance, unless prohibited by Congress. If they will continue the smoke nuisance, unless prohibited by Congress. If they will continue the smoke nuisance, unless prohibited by Congress. If they will continue the smoke nuisance, unless prohibited by Congress. If they will continue the smoke nuisance, unless prohibited by Congress.

The bos'n took the order calmly, as self says. well informed as to the vast amount of new railway terminals and the like that ought to be provided for.

The trouble is that the same thing appears to hold true of every line of business throughout the land; and questions as to the means of providing money for carrying all this great business along at rates that shall not be so excessive as to result finally in checking business itself.

Company. Attorneys, H. L. B. Atkisson—Douglass & Douglass.

No. 135. Kimball vs. Davidson. Attorneys, E. C. Dutton and S. C. Peelle—M. N. Richardson and J. A. Cobb.

No. 136. Kimball vs. Davidson. Attorneys, E. C. Dutton and S. C. Peelle—M. N. Richardson and J. A. Cobb.

No. 137. Knex Express Company vs. Washington Railway and Electric Company. Defendant's attorneys, C. A. Douglass and George P. Hoover.

No. 138. Horning vs. Crowley. Attorneys, E. S. Bailey—L. J. Mather.

No. 138. Horning vs. Crowley. Attorneys, E. S. Stitt—Vessel of the water-line to her guard-rail. The sallor from deep water had learned his first lesson in the ways of the Great Lakes during the navigation season, when the hard-driven sampping must be forced to twelve months' work in half a year.

Gives Peace of Mind.

RAILROAD SMOKE NUISANCE.

Editor The Washington Herald: I am surprised that the Commissioners should be at all surprised at the refusal of the Pennsylvania and Baltimore and

Ohio Railroad companies to comply with their request to abolish the intolerable smoke nuisance they create by the adop tion of electric locomotives within the District. I should suppose that the legislation FUNCTIONS OF NEW OFFICIAL adopted by Congress under which the

present operations are being carried on and which compels the District to pay these two companies \$3,000,000 and all the cost of the damages to the abutting property, &c., would have shown then that the railroad companies do as they please in the District, as they have ever since they were permitted to enter it. When the Pennsylvania company got in by a very sharp trick, and the bill for

the location of its present passenger station on the Mall was pending. Senator Navy Departments this fall certain Merrill opposed its being permitted to cross it with locomotives because of the danger and nuisance they would be. He fought it until 11 o'clock at night, and This is true of the chief of artillery, vote after vote was taken on the amendments he offered, resulting every time in a vote of 16 or 18 to 20-odd, as I recall it, in favor of the company. Finally, he arose, and holding up a bundle of amendments he had prepared, he said:

"Mr. President, I had intended to offer, if necessary, all these amendments, but alled to the results of the naval battle I find that it is useless. I know that President Scott is in the lobby anxiously awaiting our decision, and, therefore, I will make no further opposition," whereupon the bill was passed. He then arose, and said: "Mr. President, I move that a committee of three be appointed to wait on the Hon. President Scott and see what further orders he has for the United States Senate."

He had a correct idea of the power and influence that the railroad companies had, and still have in Congress. He had his remarks erased, so they do not appear in the Record, though they were actually Southern States-most of them necessary lights, were funds for their made, and were published in the morning paper at the time

President Cassatt, in his reply, says hat they will use electric locomotives in defense. The terrible destruction wrought I have not heard of their suggesting any theme for ventilating the tunnel here Any one who rides through their tunnels at Baltimore can have no doubt as to the necessity for ventilating tunnels every-

He further says that the use of electric comotives at terminals is in the experimental stage, and yet he says they have plicable to the been adopted by the New York Central Ingman's broth.

mine material in time to be of service in mine defense against an active, enterprising enemy. If confronted suddenly by quotations.

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Statistics and inquiries in connection with the above.

It must be noted that the term labor ling and burning to death of forty on the defense, and if any essential part of the mine system is lacking the whole mine iffty and eighty-five others injured on Such are, in broad outline, the attrinine system is lacking the whole mine fifty and eighty-five others injured on Such are, in broad outline, the attri-lefense must fail. killed and many injured on the Penn-bor and Social Providence (ministers du sylvania road near Chicago, three killed travail et de la prevoyance sociale) as on a harbor may even precede a formal vania near Long Branch, and the killing the republic, dated October 25, 1906. The verbal changes, which were as he sugdeclaration of war, as was the case in and roasting of seven and the injuring declaration of war, as was the case in and roasting of seven and the injuring decree will, of course, only take practical the attack on Port Arthur in February. of seven more on the Southern road with-1904. To meet such an emergency, the in the past week, I can assure President signed it, so to speak, by voting the Hamilton did not approve of our Constiand possible to mine effectively every arbor within forty-eight hours."

The total estimated cost of completing the defense of all insular ports is \$19,873,
injured on the railroads in the United the first labor minister whether which includes almost \$3,000,000 for States in 1904, by far the greater number were the victims of high speed, recklessness, and carelessness.

His appeal to us, not to impose this ourden on the railroads on the ground of their generosity in building their new station, is decidedly cool, in view of the fact that in no other city, at home or abroad, Chicago, Dec. 16.-Charging that the have the citizens been made to contribute Central Freight Association is a combinato the building of stations for the sole by a witty Frenchman, that journalism tion in restraint of trade, the Chicago use of the railroads; and in none have leads everywhere, so long as you get out

The board will set forth that the Clover to the \$3,000,000 paid these two companies,

of every city where the abolition of grade strong character and intellect. provided for, including Rochester, Jersey responding Chicago reduction, but that such requests have been refused.

City, Chicago, Philadelphia, and Baltimore, for information on the subject. In more, for information on the subject. In black mustache is, however, somewhat tent. reply the mayor of Rochester said "the city stood no part of the expense," and Mayor Hoos, of Jersey City, informed me that "the railroad corporations had been compelled to elevate their tracks to abolish grade crossings, and that the Pennsylexpense; that nine grade crossings were expense; that nine grade crossings were abolished, and that the city assumed no democratic reform. "The ministry of la- In my opinion, no class of people, Cauresponsibility.

The mayor of Chicago referred my inquiry to the chief of engineers, who wrote me that the city paid no part of the cost, except some incidental expenses, and that the railroad companies had expended \$20,-000,000 on the work. The report of the department of public works of Chicago for 1898 stated that during the preceding six years there had been 200.48 miles of tracks of labor intends to support this move raised and 57.67 miles depressed, leaving 14.3 miles to be elevated under the ordinances, covering 88 grade crossings. And know what "hustle" meant until he the statement that one of the roads is but a social government." now required to raise some of its tracks at a cost of \$2,000,000. Compare that with mind see trouble ahead, in the fact that what the Pennsylvania road has done the first minister of labor is a Socialist. here at the National Capital, and it seems He has been provided with a powerful "Just give her a coat of paint this to me that President Cassatt, while buildmorning, and if the sun stays hot and ing a fine station for their own use, has italist and the employer. she dries in good shape, give her a but little ground for boasting of what that company has done for the citizens of Washington

His suggestion that they might burn his tracks and made amazed protest. This was a 5,000-ton vessel, and giving they will continue the smoke nuisance.

with him, explaining with a tolerant | The statement of the fourth vice presi-

locomotives at and near the two stations be forced to twelve months' work in the would not hesitate for a moment to report a bill that would put an end to this outrageous and intolerable nuisance

The right of the Baltimore and Ohio to her husband: There is nothing that makes a really good woman so triumphantly virtuous as will be received at Kenesaw Pharmacy, Mount Pleasant and Irving sts. nw., and promptly forwarded to the main office,

No. 21. Stewart vs. Jenkins. Attorneys, Leo Simmons—E. A. Jones.

Mount Pleasant and Irving sts. nw., and promptly forwarded to the main office,

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No. 23. Stewart vs. Jenkins. Attorneys, Leo Simmons—E. A. Jones.

No. 24. Stewart vs. Jenkins. Attorneys, Leo Simmons—E. A. Jones.

No. 25. Stewart vs. Jenkins. Attorneys, Leo Simmons—E. A. Jones.

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No. 27. Stewart vs. Jenkins. Attorneys, Leo Simmons—E. A. Jones.

No. 28. Stewart vs. Jenkins. Attorneys, Leo Simmons—E. A. Jones.

No. 29. Stewart vs. Jenkins. Attorneys, Leo Simmons—E. A. Jones.

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No. 24. Stewart vs. Jenkins. Attorneys, Leo Simmons—E. A. Jones.

No. 25. Stewart vs. Jenkins. Attorneys of the Jenkins of the Jenkin

Workers Recognized in M. Clemenceau's Cabinet.

Significant Indications of the Democratic Tendencies of New French Premier-Old-age Pensions to Be

lence of The Washington Herald.

Paris, Dec. 7 .- M. Clemenceau's ministhe annals of the republic; or whether its but one. future historians. It is the first French 18 (pp. 721 and 878). cabinet in which the interests of the Meantime, two schemes for a constituworkingmen are officially represented.

Fallieres that this innovation has been demanded for nearly half a century by from respect to others whose superior the French democracy, and that, though ing in Belgium and New Zealand, but makes no mention of the United States' Bureau of Labor.

Blanc, asked the Constituent Assembly both plans." to institute a ministry of progress and labor. The political reaction of 1849 gave the assembly no time to discuss the protheir tunnels at New York because of the impracticability of ventilating the tunnels. Why not here as well as there? Vaillant and others in 1894, 1896, and 1902.

Scope of the New Department. The interests of labor have been hitherte in the hands of the four ministers of homely adage as to the disadvantages of ity. a plurality of cooks was particularly applicable to the preparation of the work-

A new order of things has arisen. tunnels, and we have not heard of failure an extra charge on the budget of only in either case. Then, again, he says the public would be accomplished at the earliest possible object to the delay of the few minutes required to make the change from a completion of the few minutes are public would be accomplished at the earliest possible object to the delay of the few minutes are public would be accomplished at the earliest possible object to the delay of the few minutes are public would be accomplished at the earliest possible object to the delay of the few minutes are public would be accomplished at the earliest possible object to the delay of the few minutes are public would be accomplished at the earliest possible object to the delay of the few minutes are public would be accomplished at the earliest possible object to the delay of the few minutes are public would be accomplished at the earliest possible object to the delay of the few minutes are public would be accomplished at the earliest possible object to the delay of the few minutes are public would be accomplished at the earliest possible object to the delay of the few minutes are public would be accomplished at the earliest possible object to the delay of the few minutes are public would be accomplished at the earliest possible object to the delay of the few minutes are public would be accomplished at the earliest possible object to the delay of the few minutes are public would be accomplished at the earliest possible object to the delay of the few minutes are public would be accomplished at the earliest possible object to the delay of the few minutes are public would be accomplished at the earliest possible object to the delay of the few minutes. money disbursed by the government that was likely to become available for use at this center. Later in the week other at the season aggregated 6,331,300 pounds, an invented to make the change from a steam to an electric motor, and that it is season aggregated 884,800 pounds, or 59,400 pounds less than the week endered to make the change from a fequired to make the fear in the week endered to make the change from a fequired to make the fear in the week endered to make the change from a fequired to make the change from a fequired to make the fear in the week endered to make the change from a fequired to make the fear in the week endered to make the change from a fequired to make the fear in the week endered to make the fear in the week endered to make the fear in the week endered to make the fear in the fear in the week endered to make the fear in the fear in the week endered to make the fear in the fear i at this center. Later in the week other must be prepared before matters began to occupy Wall street's crease, when compared with the same hand; for, unless we are thus prepared, and New York.

The offeringe are chiefly of common amount of money made available at this center. Later in the week other crease, when compared with the same hand; for, unless we are thus prepared, and New York.

In view of the fact, as stated by the lity, old age, and, in general, working-no amount of money made available at the compared of the fact, as stated by the lity, old age, and money made available at the compared of the fact, as stated by the lity, old age, and money made available at the compared of the fact, as stated by the lity, old age, and money made available at the compared of the fact, as stated by the lity, old age, and money made available at the compared of the fact, as stated by the lity, old age, and money made available at the compared of the fact, as stated by the lity, old age, and money made available at the compared of the fact, as stated by the lity, old age, and money made available at the compared of the fact, as stated by the lity, old age, and money made available at the compared of the fact, as stated by the lity of the fact, as stated by the lity

and thirty-nine injured on the Pennsyl- created by a decree of the president of

Barrister and Writer,

M. Rene Viviani is young, as ministers go. He is only forty-three, having been born in 1863 at Sidi-bel-Abbes, in Algeria, In a ministry that is almost exclusively composed of journalists, present or past, it goes without saving that M. Viviani is of it. But M. Clemenceau and his coljournalism is the high road to ministerial office, witness the president of the council

M. Viviani is also a barrister, an eminent one, as is proved by the fact that he is legal adviser to the general syndicate entered parlimament thirteen years ago

hard, not to say cruel.

For Workingmen's Pensions,

the minister's conception of the arduous called negro leaders who are belching task confronting him. His own words, vania road elevated its tracks at its own however, leave no doubt that he means bor must be the house of labor," he says, casian or negro, can afford to hurl such Workmen's pensions will be his first con-cern, in order that he may win his way trickster at the Chief Magistrate of our They nation. to the confidence of the masses. must be made to understand that, far from seeking to hamper the forward dent, but so long as he lives he will be movement of the syndicate and of the a tremendous factor in national affairs, working classes in general, the ministry and we will need his friendship and asment and give it method. "I want it to be known," he declares, "that what distinguishes democracy from other gov-

Timid persons of a reactionary turn of instrument wherewith to oppress the cap-The Collect ivists are sure, they add, to seek to use the new office as a battering ram against the existing social fabric. can show how far their pessimism is jus-

Lord Mayor's Round Coachman, From the London Standard.

The lord mayor's coachman is still the theme of the Parls papers. "Nobody who has not seen him can imagine him," says with that silly talk of advising the bulk dent of the Baltimore and Ohio that the Le Matin. "He is as round as an apple, of the negroes to leave the South, is both 'All right. I suppose you'll have to substitution of electric motors "would be as round as a ball, or rather, as round harmful and dangerous, for if the negro learn to move lively after snoozing entirely impracticable and unsafe" is simaround salt water all your life. You ply absurd, in view of the fact that they by of face, and his body is a formidable political contests will be fought on purejust pass that order along to the bos'n, and tell him it's got to be done, and at Paris, and are to be used by the notice."

| Description of the fact that they by of face, and his body is a formidable political contests will be fought on pure-paradox. And this astonishing man sits and at Paris, and are to be used by the enthroned with a wondrous dignity midand eventually he will be eliminated from them you sit up and take notice." scornful, and he heeds not the remarks if it were in the day's work, and by I am glad to see that the Commission- of the crowd. He sees or hears nothing

Needless Expense.

From Pearson's Weekly.

W. C. DODGE. | replied her husband-and she was.

ALEXANDER HAMILTON.

Madison Papers Show He Pavored King, Lord, and Commons. ditor The Washington Herald:

In your issue of Saturday appears a letter, headed, "Questions Champ Clark." In this Mr. Clark is quoted as saying that: "Alexander Hamilton pronounced the

British constitution the best ever devised by the art of man, and declared in favor of king, lords, and commons." 'The writer of the letter says: "The fact can be easily proved that, in the formation of our constitutional system, Alexander Hamilton was in perfect accord with Washington, with Madison, and with First Concern of Minister of Labor Jay, and I venture to say that no evi-Viviani-He is for Woman's Rights. dence exists that he ever 'pronounced the British constitution the best ever devised by the art of man."

Washington presided over the constitutional convention of 1787, and Hamilton try, whatever be the fate reserved for it and Madison were members. There is beon the uncertain stage of French politi- fore the writer a copy of the Madison cal life; whether it be the "Grand Min- Papers, in which is a daily report of this istery," pregnant with social reform and convention, prepared from notes taken by destined to leave an abiding mark on Mr. Madison, who was present every day

span of existence be as ephemeral as From these papers it appears that Hamthat of so many of its predecessors, will liton was present the first day, May 25, have one claim, at least, to the notice of 1787, but did not take any part until June

tion had been offered, one of which was In his report to the President of the re- in substance the form adopted. In his public relative to the creation of a labor speech of June 18, 1787, Mr. Hamilton department, M. Clemenceau reminds M. said he had been "hitherto silent on the other countries have taken the lead in similar to theirs, and partly from his delirealizing it, the protagonist of the reform cate situation with respect to his own was a Frenchman, Louis Blanc. It is a State, to whose sentiments, as expressed curious fact, by the way, that M, Clem- by his colleagues, he could by no means enceau refers to this institution as exist- accede. The crisis, however, which now marked our affairs was too serious to permit any scruples whatever to prevail over the duty imposed on every man to con tribute his efforts for the public safety It was during the short-lived republic and happiness. He was obliged, there of 1848 that the great democrat, Louis fore, to declare himself unfriendly to

Mr. Hamilton was one of the delegates from New York, the State of John Jay, who approved the Constitution as adopt

On page 896 Hamilton says: "This progress of the public mind led him to anticipate the time when others, as well as himself, would join in the praise stowed by Mr. Neckar on the British constitution, namely, that it is the only the interior, commerce, public works, and government in the world 'which unites finance, and it is needless to say that the public strength with individual secur-And again, page 886. "Their House o

> And again, page 887: "As to the executive, it seemed to be admitted that no good one could be established on republican principles.' "The English model was the only good one on this subject. The hereditary interest of the king was so interwoven with that of the nation, and his personal emolment so great, that he was placed above the danger of being corrupted from abroad; and at the same time was both

Lords is a most noble institution

sufficiently independent and sufficiently controlled, to answer the purpose of the institution at home. Hamilton's form of government which is on page 890, provided for one house for a term of years, another house for life, and one executive for life.

The Madison Papers are authoritative. nd moreover, in a note on page 893, Mr Madison says: "The speech introducing the plan, as above taken down and writ ten, was seen by Mr. Hamilton, who approved its correctness, with one or two

This clearly proves that Alexander No. 63. Union Trust Company vs. Hicks.

Attorneys, Hamilton, Colbert & Hamilton, Colbe

W. H. SINGLETON.

Likely to Be Less Potent as the Years Roll By. The Washington Herald: At this time, when the attention of the country is being directed to the negro through the recent act of the President in discharging the members of the Twenty-fifth Infantry, and its possible effect

on national politics. I have been asked to himself, who wielded the pen up to the give my views on the future of the negro eve of his appointment as minister of the in American politics, presumably because interior, at the beginning of the present I have been discussing the potentialities of American politics. If one must predict, pessimism is the safest form of prophesy, since the thing of railway workmen and employes. He that happens is so rarely the thing that should have happened; for it is easier to as a Socialist. He is a brilliant speak- say what should be than it is to say what

er, a friend of Aristide Briand, who pi- will be, and like Cassandra, I prefer to loted the separation bill, and a man of be accurate, if depressing, rather than inaccurate, though inspiring. Therefore, In personal appearance he is frank and full of ardor. He looks a fighter, but a The mouth underneath the gro in national politics will be less po-It is not my purpose to discuss the re-

cent act of Mr. Roosevelt as to its justice Great curiosity is naturally felt as to or injustice, but I do say that the so forth from pulpits and platforms in uproarious denunciation of the President's course. will do more to retard the progress

Mr. Roosevelt will not always be Presisistance. The great handicap the young negro

confronts is in dealing with that self-styled element known as "leaders." We read where Mr. Booker Washington sent his secretary to the President in the case of the aforesaid soldiers. We have been told that his advice is asked on all Member Washington Stock Exchange. matters pertaining to the negro. If that be true, then he was consulted in this case, and we have heard of no protest on his part, save the sending of an inconse quential subordinate to ask for a recon sideration, and we well know that if a political plum had been dangling in the air he would surely have been on premises. Booker Washington, at Tuskegee, calls forth our entire admiration; there he is constructive, but Booker Washington in the broad field of leadership is a colossal failure.

The threat of arraying the negro vote

MANNING C. JONES.

against the Republican party, together

Thus Men Puzzle Women. From the Pittsburg Times "We women," said a reflective member of the sex, "are said to be puzzles to In a certain town in the north of Eng- men. However that may be, it certainly land recently, an old couple were driving seems to me that the masculine mind is midnight. down a steep hill in their cart.

Somehow the horse was startled, and stance, that a man will devote himself It set off at full gallop down the hill.
This terrified the old lady, who said to her husband:

with the utmost ardor to the task of winning a wife, and then, having gained her, calmly settle down as though there male reason strong enough to perceive tected after having been captured?

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